

LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA3 | Primrose Hill to Kilburn (Camden)
Baseline report (CH-001-003)
Cultural heritage

November 2013

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Department
for Transport

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1 Introduction

1.1 Structure of the cultural heritage appendices

1.1.1 The cultural heritage appendices for the Primrose Hill to Kilburn (Camden) community forum area (CFA3) comprise:

- baseline reports (this appendix);
- a gazetteer of heritage assets (Volume 5 Appendix CH-002-003); and
- an impact assessment table (Volume 5 Appendix CH-003-003).

1.1.2 Maps referred to throughout the cultural heritage appendices are contained in the Volume 5, Cultural Heritage Map Book.

1.2 Content and scope

1.2.1 This baseline provides the evidence base against which the assessment of assets that may be affected by the Proposed Scheme can be determined. It contains information about known and potential heritage assets from a variety of sources and presents a chronological description and discussion of the development of the study area placing assets within their historical and archaeological context.

1.3 Study area

1.3.1 The Primrose Hill to Kilburn (Camden) CFA3 lies within Greater London and comprises parts of the London Borough of Camden (LBC).

1.3.2 All non-designated and designated assets within land required, temporarily or permanently, for the construction of the Proposed Scheme and within 250m of it have been detailed in this baseline assessment. In addition designated heritage assets have been examined within the zone of theoretical visibility (ZTV).

1.3.3 All identified assets are listed in Volume 5 Appendix CH-002-003 and maps CH-01-007b, CH-01-008 and CH-01-009a (Volume 5, Cultural Heritage Map Book).

1.4 Data sources

1.4.1 Sources examined as part of this baseline assessment include published secondary sources, cartographic sources, historic environment record (HER) data for undesignated heritage assets and English Heritage National Heritage List data for designated assets. A full list of published sources can be found in Section 10 of this appendix (CH-001-003).

1.5 Surveys undertaken

1.5.1 Site reconnaissance field inspections to review the setting of historic assets and the character and form of the historic landscape were undertaken as part of the environmental impact assessment (EIA) process.

2 Geology, topography and landform

- 2.1.1 London Clay underlies the study area which is free from any significant superficial deposits such as the younger sands and gravels that are found south of the Proposed Scheme. Glacial and periglacial erosion mean that early prehistoric remains are not preserved in the London Clay.
- 2.1.2 There are no major watercourses to provide a focus for settlement although the Kilburn Brook historically flowed from Hampstead and through Kilburn to the south-west.
- 2.1.3 The topography of the area is largely flat but gradually rises from approximately 25m above Ordnance Datum (AOD) at Euston Station to approximately 55m AOD at Swiss Cottage. Primrose Hill is located to the south of the route and rises to 64m AOD.
- 2.1.4 There are likely to have been areas of localised truncation to ground levels as a result of residential estates developed from the 19th century onwards. This may have resulted in a loss of potential archaeology. There has been a high degree of truncation along the route of the West Coast Main Line and North London Line which have been constructed in cutting and tunnel throughout the study area. In areas of cutting the reduction in ground level is to such an extent (approximately between 4m and 11m depth across the study area) that all possible archaeological deposits would have been removed.

3 Archaeological and historical background

3.1 Early prehistory

- 3.1.1 The first human groups made their way into Britain some time before 450,000 BC. The earliest societies in Britain were hunter gatherers, highly mobile and leaving little trace in the archaeological record. No early prehistoric assets have been identified within the Proposed Scheme area.
- 3.1.2 Glacial and periglacial erosion activity particularly during the Anglian and Wolstonian glaciations would have effectively scoured and re-deposited the geology of the study area during the early prehistoric period. This would mean that anthropogenic evidence from this period would only survive within secure or re-deposited gravel deposits which have not been identified within the study area. The land required for the construction of the Proposed Scheme is located on a bedrock geology of London Clay.

3.2 Later prehistory

- 3.2.1 The earliest evidence of prehistoric land use in the study area is attributed to Watling Street (PRM058) shown in Map CH-01-009a (Volume 5, Cultural Heritage Map Book) which dates to the Iron Age period or earlier. This is based on the historical accounts of Roman traders following a trackway through a forded area of the River Thames between Westminster and Chelsea prior to the Roman period (AD 43 - 410). The trackway continued towards the Iron Age capital of the Catuvelaunian tribe at Wheathampsted near St Albans. It is thought that after the conquest the Roman engineers would have utilised this pre-existing route to establish Watling Street¹. There is no evidence of land use in the study area during the later prehistoric period.

3.3 Romano-British

- 3.3.1 The area of Roman London (known as Londinium) is thought to have been established soon after AD 43 when the Romans are recorded as crossing the River Thames under Aulus Plautius in advance of the arrival of Emperor Claudius².
- 3.3.2 The route of Kilburn High Street follows the alignment of the Roman Road Watling Street (PRM058) shown in Map CH-01-009a (Volume 5, Cultural Heritage Map Book). Although this was established as an important route into London it was still essentially a rural link between villages and the city. The route of Watling Street leaves the main western Roman Road from Londinium at Marble Arch. The road linked London to St Albans which is the site of Roman Verulamium. The road has remained as an important route out of London and its course has been followed for long distances by parish and borough boundaries, including the current boundary of Camden and Brent.

¹ Margary I.D., (1973), Roman Roads in Britain, Third Edition, John Baker Publishers Ltd, London P53-55

² Cockburn J.S., King H.P.F. and McDonnell K.G.T., (1969), *A History of the County of Middlesex: Volume 1: Physique, Archaeology, Domesday, Ecclesiastical Organization, The Jews, Religious Houses, Education of Working Classes to 1870, Private Education from Sixteenth Century*. P64-74.

The route of Watling Street was chosen to keep clear of the low ground to the east where there are several small streams³. The fabric of the Roman road is likely to have been disturbed by modern development but may partially survive within the existing alignment.

- 3.3.3 Archaeological evidence from within the study area is limited to fragments of Roman pottery (PRMo62 and PRMo64) shown in Maps CH-01-008 and CH-01-009a (Volume 5, Cultural Heritage Map Book). The lack of any more substantial evidence would indicate that there was not significant settlement within the study area. It is likely the study area would have been within a managed landscape, rural in character but closely tied with the economic demands of Londinium.

3.4 Early medieval

- 3.4.1 There is no archaeological evidence for the early medieval period although some documentary evidence provides an insight into the land ownership. A large proportion of the study area fell within the medieval manor of Hamestede which was given to the monastery at Westminster by King Ethelred the Unready, confirmed in a charter of AD 986. By the publication of the Domesday Book, circa AD 1086, Hamestede is recorded as a small farmstead⁴. This would indicate that there was no substantial settlement in the study area during the early medieval period. The southern part of Primrose Hill was located in the parish of St Marylebone in the Ossulstone hundred which was probably formed out of the Marylebone Manor mentioned in the Domesday Book circa AD 1086⁵.
- 3.4.2 The study area is within the expansive area of Middlesex Forest which formed a discontinuous belt of deciduous woodland rising to the north toward Willesden Green⁶. The likelihood is that the area continued to be farmed and followed a similar pattern of agricultural development that has been recorded in other parts of England. The decline of the Roman occupation led to Roman farming systems falling into disuse and development of a more self-sufficient farming system in the 5th and 6th centuries⁷. There is evidence to suggest that Anglo Saxon towns such as Lundenwic had a heavy reliance on cattle as a meat source which would have required a system of meat producers in the peripheral communities to supply the necessary livestock. This emerging demand is likely to have led to a greater degree of specialisation geared towards emerging markets for meat and wool in order to supply towns, monasteries and the royal and aristocratic centres.

3.5 Medieval

- 3.5.1 In 1130 Kilburn Priory (PRMo64) shown in Map CH-01-009a (Volume 5, Cultural Heritage Map Book) was founded next to the Kilburn Brook. The priory was located at

³ Margary, (1973), P53-55.

⁴ Elrington C. R., (1989), *A History of the County of Middlesex: Volume 9: Hampstead, Paddington*, Victoria County History, P1-3.

⁵ Oswald A, (1994), *Regent's Park and Primrose Hill, London Borough of City of Westminster and Camden: An archaeological assessment and field evaluation*, Royal Commission on the Historical Monuments of England.

⁶ Freed T.H., (2001), The land use history and flora and fauna of Kensal Green Cemetery. In: James Stevens Curl (ed), *Kensal Green Cemetery. The origins and development of the General Cemetery of All Souls, Kensal Green, London, 1824-2001*, Phillimore and Co Ltd., Chichester, P297-326.

⁷ Hamerow H, (2002), *Early Medieval Settlements, The Archaeology of Rural Communities in Northwest Europe 400-900*, Oxford University Press, Oxford, Oxford, P152.

the point where Kilburn High Street crossed the Kilburn Brook and construction of a bridge over the brook is recorded as early as the 13th century⁸. The priory buildings were located on the eastern side of Kilburn High Street in the approximate location of the West Coast Main Line. The priory became an established stopping point on pilgrimages to St Albans until the reformation led to the priory being dissolved in 1535. A survey of the site following the reformation provides details of buildings on the site which included a bakehouse, brewhouse, kitchen, buttery, cellar, great hall and church. Following the dissolution of the priory an inn was established to serve travellers on Kilburn High Street. The inn led to the foundation of a small scale settlement in Kilburn.

- 3.5.2 The majority of the study area remained within the expansive belt of deciduous woodland that formed Middlesex Forest. The forest was not continuous woodland and the open areas are likely to have been farmed.

3.6 Post-medieval

- 3.6.1 From the beginning of the post-medieval period through to the mid-19th century farming would have remained the primary economy of the area. The expansive woodland of Middlesex Forest was largely felled from the 17th century onwards and replaced by meadow and pasture. Wheat is recorded as being extensively grown especially on the lands west of Ealing⁹. From the 17th and 18th centuries there was a general development of the rural landscape in response to labour relations and land ownership, field enclosure, crop changes and rotations paired with the increasing economic demand. The most significant changes to the landscape followed the enclosure of many common fields and the old strip fields becoming amalgamated to create pastures. The fields enclosed during the period of parliamentary enclosure typically have a rectilinear shape as a result of the divisions being marked out on a map before being marked out on the ground. This is especially true where common lands without pre-existing field boundaries were divided¹⁰.
- 3.6.2 Primrose Hill was part of a deer park for Royal hunting established by Henry VIII in AD 1532. The area remained as a hunting park until the 17th century when the park fell into decline. During the Civil War many trees were cut down for fuel and in 1645 the land was mortgaged to fund the purchase of arms. By 1660 the land was mainly under dairy pasture and was formally disparked by Charles II in 1668¹¹.
- 3.6.3 On the corner of Erskine Road and Regent's Park Road in Primrose Hill is the supposed location of the post-medieval Chalk Farm tavern (PRMo60) shown in Map CH-01-007b (Volume 5, Cultural Heritage Map Book). The tavern sold refreshments and became a popular recreation spot for Londoners in the 18th century. It developed a reputation

⁸ Weinreb, B., Hibbert C., Keay, J. and Keay, J., (2008), *The London Encyclopaedia, third edition*. Macmillan, London P458.

⁹ Freed, (2001), P297-326.

¹⁰ Tarlow, S., (2007), *The Archaeology of Improvement in Britain 1750-1850*, Cambridge University Press, Cambridge.

¹¹ Oswald, A., (1994), *Regents Park and Primrose Hill, London Borough of City of Westminster and Camden: An archaeological assessment and field evaluation*, Royal Commission on the Historical Monuments of England.

for rowdiness and reportedly became a notorious meeting place for duellists¹². At the time the surrounds would have still been rural in character.

- 3.6.4 The study area remained largely rural until the mid-19th century onwards. In Milne's map¹³ of 1800 there are some buildings fronting onto Kilburn High Street and there are some early 19th century houses on Harrow Road. Kilburn's suburban development was only to follow the provision of regular transport services with the establishment of suburban rail services from Kilburn High Road railway station 1851-2, followed by the North London Railway (opened 1860) and the Metropolitan Railway (opened 1879).
- 3.6.5 The first major development in the study area was the Regent's Canal (PRMo47) shown in Map CH-01-007b (Volume 5, Cultural Heritage Map Book), built to link the Grand Canal junction at Paddington with London Docks. Following the canal's completion in 1820 there were proposals for the development of Primrose Hill (PRMo01) shown in Map CH-01-007b (Volume 5, Cultural Heritage Map Book) by Lord Southampton. This followed the success of the development of Regent's Park by John Nash. In the 1840s, following the building of the London to Birmingham Railway (PRMo48) shown in Map CH-01-007b (Volume 5, Cultural Heritage Map Book), the Southampton Estate was sold in freehold development plots with the intention of constructing high end properties for the middle classes. The residential development within the study area was sporadic through the 1840s and at first concentrated around Regent's Park and towards Camden Town. The first phase of development took the form of villa-style properties set in their own grounds and grand terraces with landscaped areas. The houses were much less grand, however, than those originally envisaged, instead including small cottages such as those built to the rear of Chalcot Road for railway workers. There is a change in architectural fashions represented by developments in the 1860s which abandoned the villa-style for more formal terrace compositions with higher densities of housing. Examples of this change include symmetrical terraces (St George's Terrace and Chamberlain Street), a formal square (Chalcot Square) and a sweeping crescent (Chalcot Crescent).
- 3.6.6 The railway area to the east of Gloucester Avenue developed through the 19th century. Large railway sheds were erected alongside Gloucester Avenue and the track area increased in size. The rail connection attracted businesses including the former 'Electric Telegraph Company' at 44 Gloucester Avenue and the adjoining house at 44A Gloucester Avenue.
- 3.6.7 The land where the Adelaide Road vent shaft site is located was farmland formerly owned by Eton College¹⁴. This area was developed by Samuel Cuming in 1845 with substantial but plain stuccoed houses on the south side of Adelaide Road. The houses were later demolished to enable widening of the railway, although seven remain east of the shaft site¹⁴. Archaeological assets are likely to have been truncated by the excavation of the railway embankment associated with the track extension.

¹² Sheppard, M. and Lousada, S., (2010), *Regent's Park and Primrose Hill*. Frances Lincoln Ltd, P93-97.

¹³ Milne T., (1800), *Land Use Map of London and its Environs*.

¹⁴ London Borough of Camden, (2002), *Conservation Area Statement: Eton*, Camden Design and Print, London.

- 3.6.8 The shaft site at Loudoun Road comprised open fields until purchased by Henry Samuel Eyre in 1832 from the Earl of Chesterfield for speculative development in the 19th century. Alexandra Road was constructed in 1863 shortly after the marriage of the Prince of Wales to Princess Alexandra. The quality of the area deteriorated in the 20th century and land was purchased by the council for redevelopment in 1966¹⁵.

3.7 Modern

- 3.7.1 In 1911 electric trains from suburban lines arrived in Euston. To separate the electric lines from the main line traffic improvements were made to the Euston approaches. At Primrose Hill there were two new single track tube tunnels constructed to accommodate the electric trains. These were built to the north of the existing main line railway and required the removal of the flanking screen wall of the original Primrose Hill tunnel walls at the western entrance (PRMo30) shown in Map CH-01-008 (Volume 5, Cultural Heritage Map Book). The Up Empty Carriage (PRMo56) shown in Map CH-01-007b (Volume 5, Cultural Heritage Map Book) was constructed as part of the suburban line electrification of the Euston approaches. The line is a single track tube tunnel approximately 875m in length from the north of the lines at Primrose Hill to the west carriage yard on the other side of the Regent's Canal to the south. These works were delayed by the First World War and not completed until 1922¹⁶.
- 3.7.2 The underground station at Swiss Cottage was also redeveloped in the 1930s which helped influence the redevelopment of the triangle of land at Swiss Cottage. In the inter-war period there was a high demand for high quality flat accommodation. The development at Swiss Cottage included the Regency Lodge (PRMo69) shown in Map CH-01-008 (Volume 5, Cultural Heritage Map Book), the Odeon cinema, and the Swiss Cottage pub (PRMo40) shown in Map CH-01-008 (Volume 5, Cultural Heritage Map Book) which reflect the styles of building in the 1930s and also the change in cultural demands emerging in the 1930s. The Regency Lodge provided upmarket private apartment flat dwellings with the Odeon cinema reflecting the post-war popularity for films. Both buildings are in a modern style with the art deco exterior of the Odeon cinema reflecting the optimism and modern outlook of the period. There were further planned improvements to Swiss Cottage to develop a new civic centre for what was then the London Borough of Hampstead. The plan had been discussed from 1943 but it was not until 1958 that Sir Basil Spence was appointed the architect. As the future of the borough was uncertain only the first phase of development went ahead with the construction of Swiss Cottage Library (PRMo29) shown in Map CH-01-008 (Volume 5, Cultural Heritage Map Book) and a swimming baths¹⁷. These were both built primarily in concrete as fashionable for the period. Swiss Cottage Library is discussed further in Section 4.3.
- 3.7.3 The LBC was formed in 1965 during a re-organisation of London government. This new borough was an amalgamation of Holborn, Hampstead and St Pancras borough districts. These three districts were themselves all formed in 1899 and prior to this the

¹⁵ London Borough of Camden, (2002), *Conservation Area Statement: Eton*, Camden Design and Print, London.

¹⁶ Jackson, A. A., (1985), *London Termini: second edition*, Trowbridge, Daniel and Charles Limited, P31-58.

¹⁷ Cherry, B. and Pevsner, N., (2002), *The Buildings of England, London 4: North*, Yale University Press, London, P210.

entire region was part of the county of Middlesex¹⁸. The borough brought together the wealth of the Hampstead region with the working class regions of St Pancras and Holborn. These elements could be said to have influenced Camden's approach to housing developments during the 1960s and 1970s post-war period, when a lack of housing necessitated large scale local authority developments. In the post-war period there were extensive areas of dereliction and neglect throughout London. The London city councils produced a plan that encouraged comprehensive high-rise redevelopment constructed with industrialised building techniques. There was government pressure and propaganda encouraging high rise developments and Loans provided to local authorities by the London city councils were given priority to the schemes that used industrialised building. The development of the Alexandra Road Estate (PRMo21) shown in Map CH-01-009a (Volume 5, Cultural Heritage Map Book) was an alternative to this.

- 3.7.4 Sydney Cook was the borough architect for Holborn and retained the role for the new LBC architect. Cook prioritised standard of quality of and not one scheme initiated by Cook was high-rise or an industrially-built development¹⁹. The Alexandra Road Estate (PRMo21) shown in Map CH-01-009a (Volume 5, Cultural Heritage Map Book) is considered a showpiece of LBC and Cook's schemes during the period which Pevsner describes as the borough's most innovative and energetic.
- 3.7.5 The Alexandra Road Estate was built on land which was purchased for redevelopment by Camden Council in 1966. The land was previously a street of late 19th century semi-detached villas built on a rural site not developed until 1863²⁰. The Alexandra Road Estate is discussed in more detail in this appendix Section 4.2. LBC developed the land further when they built 1-8 Langtry Walk and 49-83 Loudoun Road.

¹⁸ Richardson, J., (1999), *A History of Camden*, Historic Publications Limited, London.

¹⁹ RIBA, (1979), November, pp 483-489.

²⁰ London Borough of Camden, (2000), *Conservation Area Statement: Alexander Road*, Camden Design and Print, London

4 Built heritage

4.1 Rail heritage

- 4.1.1 Within the study area there are three structures associated with the original construction of the London to Birmingham Railway built circa 1837. The first is the Grade II listed Parkway Tunnel which is technically not a tunnel but more a covered cutting. There have been subsequent rail improvements and modifications and the majority of the original external material appears to have been lost. It was originally described as a pair of segmental arches with numerous cast-iron ribs spanning four tracks and resting upon closely-spaced brick and stone piers. The modern appearance is one wide tunnel with flat steel and concrete beams. The setting of Parkway Tunnel has been compromised by its modern external appearance and the surrounding 20th century development.
- 4.1.2 The London to Birmingham Railway tunnels beneath Primrose Hill. Whilst the tunnelling was engineered by Robert Stephenson the tunnel portals at Primrose Hill were designed by his assistant William Budden (PRMo20 and PRMo30) shown in Map CH-01-008 (Volume 5, Cultural Heritage Map Book). The eastern entrance is Grade II* listed and the western entrance is Grade II listed. The northern portal was built in 1837 of stock brick and stone with stone dressings. It has a round-arched tunnel mouth with rusticated arch. The opening is flanked by massive stone piers which themselves are flanked by quadrant brick wing walls with rusticated stone podiums and broken by channelled stone pillars crowned by segmental pediments. The southern portal was built in 1879 and faithfully replicates Budden's design with consistent detailing. The tunnel was originally constructed within an open landscape which has since been developed. The setting now contributes little to the significance of the asset.
- 4.1.3 The Grade II* listed Camden Incline Winding Engine House (PRMo24) shown in Map CH-01-007b (Volume 5, Cultural Heritage Map Book). It is located below the railway line between Chalk Farm Road and Gloucester Road. It was built to house two large steam engines and winding gear used to pull trains up the incline from Euston Station, on the London-Birmingham Main Line between 1837 and 1844. The brick-built engine house consists of four main parallel vaulted chambers. Two inner vaults contained the rope and tightening mechanisms, with wells at their south-eastern end accommodating the rope's counterweight. The two outer vaults were used as coal storage and were connected to the boiler rooms. Access up to ground level was provided by a spiral stair in the north-western end which once led up to a signal hut used by the operator. On receiving a signal from Euston Station the operator would engage the winding mechanism which would pull the train up the gradient. The structure is significant for being a unique and mostly intact survivor of the early railways. Because of its subterranean context the setting of the structure is not of significance to its value.

4.2 Nineteenth century

- 4.2.1 The study area is characterised by 19th century residential estates. In all cases these were speculative builds. John Nash's Regent's Park development paved the way for

further residential estates to develop. Examples of these include the developments of Primrose Hill (PRM001) and Eton (PRM002) conservation areas shown in Map CH-01-007b (Volume 5, Cultural Heritage Map Book). These estates were not as grand as the Regent's Park Estate and this is largely due to the construction of the London to Birmingham Railway (PRM048) shown in Map CH-01-007b (Volume 5, Cultural Heritage Map Book) completed in 1838. The construction of suburban railway stations and the increased growth of London led to further developments throughout the study area by the end of the 19th century. The conservation areas relating to suburban developments during the 19th century are historically significant for representing the rapid suburban growth during this period and architecturally significant as examples of changing domestic fashions. The retention of contemporary architectural detailing adds to the value of individual properties. The residential conservation areas form a suburban setting of quiet residential streets which is integral to their character. The conservation areas within the land required for the Proposed Scheme are discussed below.

Primrose Hill

- 4.2.2 The Primrose Hill Conservation Area (PRM001) shown in Map CH-01-007b (Volume 5, Cultural Heritage Map Book) is characterised by terraces, semi-detached villas and detached houses of 19th century date. The conservation area also includes the purpose-built artist studios concealed behind Fitzroy Road in Chalk Farm. Primrose Hill Studios are grouped in a cottage-style around an interior courtyard. They were the work of local builder Alfred Healey and were built between 1870 and 1872. The studios include a lodge in which a keeper lived to supervise the buildings and provide meals. This arrangement is reported to have continued until the 1940s. The most notable resident was Arthur Rackham (1867-1939) the celebrated illustrator of children's books²¹.
- 4.2.3 The Engineer Public House was constructed circa 1845-50 and is located at 65 Gloucester Avenue. It was built for Calvert's Brewery one of the major London breweries of the 18th and 19th centuries. It had an Italianate style with brown stock brick and stucco ground-storey dressing in keeping with the contemporary villa and terraced properties of the Primrose Hill Conservation Area.

Eton

- 4.2.4 The road layout of the Eton Conservation Area (PRM002) shown in Map CH-01-007b (Volume 5, Cultural Heritage Map Book) was complete by the 1850s and buildings developed from the mid to late 19th century. The buildings within the conservation area are largely residential. The properties include terraces, semi-detached villas and detached villas. The properties along individual streets retain a consistent form and mass although across the estate the height varies from two to four storeys. The architects Brydon, Batterbury and Huxley designed many properties within the conservation area. The detailing of these buildings represents changing fashion over the period of the estate's development. The earliest buildings have a relatively simple design that was prevalent in the early part of the Victorian period as a remnant of

²¹ Richardson, J. (2007), *The Camden Town Book*, Historical Publications Ltd, London, P69.

Georgian architecture whilst later buildings incorporate stucco detailing and revival styles popular in the late Victorian period. Some buildings were built for artists including the north side of Steel's Road, Wychcombe Studios and Steele's Studios, and 15 Chalcot Gardens built in 1883 for H.S. Ludlow²².

- 4.2.5 Central to the estate is St Saviours Church built from 1855 to 1856. The church is situated within a triangle of villas. It was designed by E.M. Barry and is the first of his independent works. It is constructed in random Kentish ragstone with Bath stone dressings and a slate roof. The style is plain with lancet windows which would have been old fashioned at the time it was constructed. The tower was part of the original design but built in 1864. There was an extension to the chancel in 1902 by W.D. Caröe. In 1967 to 1968 a hall was built to the west and in 1972 to 1973 a vicarage to the south-east both by D.S. Martin²³. They are both octagonal in form and of brown brick which is not in keeping with the surroundings.

Belsize

- 4.2.6 The Belsize Conservation Area (PRM003) shown in Map CH-01-008 (Volume 5, Cultural Heritage Map Book) is sub-divided into character areas. It is the southern part of the conservation area which is within the study area. The properties on Eton Avenue and Fellows Road are characteristic of this area.
- 4.2.7 The area has a consistent building style throughout and is characterised by housing dating to the end of the 19th and early 20th century. The houses are predominantly two-storey with an attic level. The buildings are consistent in mass and form and are generally built in red brick with red tile roofs. The properties do, however, use a variety of revival styles in their elevations and detailing which is typical of the period²⁴.
- 4.2.8 The houses on Fellows Road and Winchester Road are generally three-storey with basement or four-storey houses. The buildings within these roads are generally characterised by the use of London stock yellow brick with red brick detailing and red clay tiled roofs. The buildings have a generally consistent mass and street frontage but employ a variety of styles used in the elevations which include Italianate, Arts and Crafts and Queen Anne influences. In the 20th century much of the south of Fellows Road was redeveloped. This includes numbers 76-84, Godolphin House which is a five-storey block of flats built in the 1960s and 3-11 Melton Rise, a 1980s terrace. These are not included in the conservation area.
- 4.2.9 The houses on Eton Avenue are older than those on Fellows Road and Winchester Road. The development was undertaken largely by William Willett and Son from 1886 onwards, with houses also designed by H.B. Measures. They are characteristically large detached houses of differing designs in red brick, with terracotta trimmings and shaped gables²⁵. The road predominantly comprises houses in a Queen Anne style but also includes some houses with Arts and Crafts influences.

²² London Borough of Camden, (2002), *Conservation Area Statement: Eton*, Camden Design and Print, London.

²³ Cherry B. and Pevsner N., (2002), *The Buildings of England, London 4: North*, Yale University Press, London, P205.

²⁴ London Borough of Camden, (2003), *Conservation area statement: Belsize*.

²⁵ Cherry and Pevsner, (2002), P242.

4.3 Modern

Regency Lodge

- 4.3.1 Regency Lodge (PRMo69) shown in Map CH-01-008 (Volume 5, Cultural Heritage Map Book) was designed by Robert Atkinson and A.F.B. Anderson in 1937 to 1938. The lodge is located to the south of the Swiss Cottage triangle, which was redeveloped in the 1930s, including the Odeon cinema and a redeveloped Swiss Cottage Underground Station. The Regency Lodge is a block of mansion flats in the modern style. The block is in a courtyard layout of nine linked blocks six storeys high. It is constructed in brown and buff bricks with artificial stone bands and dressings. There are bas-relief panels, made by the Birmingham Guild, showing the trades which were employed in the area around the building.
- 4.3.2 The Regency Lodge development is significant for being architecturally characteristic of the high quality and stylish flatted apartments built during the inter-war period for professionals commuting into London. It is comparable with the best commercial apartments of the period and includes an underground garage illustrative of the change in modern living requirements. The suburban setting and close proximity to the Swiss Cottage Underground Station and Odeon cinema contribute to the character.

Swiss Cottage Library

- 4.3.3 The Swiss Cottage Library (PRMo29) shown in Map CH-01-008 (Volume 5, Cultural Heritage Map Book) was designed by architectural practice Sir Basil Spence, Bonnington and Collin. The library is situated within an area once planned for a much more substantial civic centre development. The scheme was not fully realised, with only the library and swimming baths (demolished circa 2003) being built as the first phase in 1962 to 1963²⁶.
- 4.3.4 The library is significant as a high quality example of modern architecture used for a civic building. It is constructed on a reinforced-concrete frame in a cigar shape with rounded north and south ends. Surrounding the building are vertical concrete fins evenly spaced throughout. The ground floor has a mix of Portland stone and concrete. The use of concrete was fashionable during the period and the library has been finished to a high quality externally and internally. The library was refurbished in 2003 to designs by John McAslan and Partners. The surrounding suburban townscape is integral to the context of the building.

Alexandra Road Estate

- 4.3.5 The Alexandra Road Estate (PRMo21) shown in Map CH-01-009a (Volume 5, Cultural Heritage Map Book) was designed by architect Neave Brown who worked for the Camden Architects Department. To create a traditional focus to the estate two parallel terraces are built along a central road. The design creates an outdoor corridor which curves around the edge of the site. The gentle curve of the estate is also a result of its location next to the West Coast Main Line. As a result the northern terrace,

²⁶ Cherry and Pevsner, (2002), P210.

adjacent to the rail line, is one of the first examples of terraced housing to be carried on anti-vibration mountings and designed as a noise buffer²⁷.

- 4.3.6 The estate is formed from three parallel blocks of terraces (A, B and C) constructed in unpainted reinforced concrete. The terraces comprise stacked housing stepped in a ziggurat-style with the northern block cantilevered over the railway line. The terrace is split into repeating cells divided by sloping walls and provides a high-density but low-rise housing estate as an alternative to the contemporary high-rise developments of the period²⁸. A comparative development of the period is the Brunswick Centre, also in Camden, which was completed in 1972 by Patrick Hodgkinson. Block A is the largest in the estate and has seven storeys plus a basement. Block B is located opposite and has four storeys. Both A and B face onto Rowley Way, a pedestrian walkway lined with trees and between blocks B and C is a recreation green space. Block C is three storeys with a basement. The pedestrianized areas and green space are made possible by the removal of all vehicles to basement parking.
- 4.3.7 The estate is now a Grade II* listed building. The architectural design and historical context of the development both contribute to the significance of the estate. The Alexandra Road Conservation Area forms a homogenous group of buildings which complement the overall value of the estates significance. The West Coast Main Line and the close proximity of the Abbey Road Estate also provide a significant historical context to the estates development.

²⁷ RIBA, (1979), November, P483-489.

²⁸ Cherry and Pevsner, (2002), P247

5 Historic map regression

- 5.1.1 The analysis of the cartographic evidence for the study area has been integrated within the archaeological and historical baseline narrative (this appendix, Section 3 and Section 4).

6 Historic landscape

- 6.1.1 This section uses English Heritage's rapid characterisation of London's historic development, historic maps, site familiarisation visits, geological maps and published documents.
- 6.1.2 The study area has been subdivided into 11 historic landscape character areas, all of which relate to the suburban growth and the introduction of infrastructure such as railways from the 19th century onwards. This is confirmed by historic maps which indicate that the study area was largely in agricultural use until the 19th century.
- 6.1.3 The archaeological character of the area is largely focused on Kilburn. Kilburn High Road follows the line of Roman Watling Street, which in turn is likely to have followed the route of an earlier Iron Age trackway. The road has continuously been a major route into London up to the present day. The establishment of Kilburn Priory in the medieval period characterised the area as a stopping point on the road until the 19th century. A range of sites, features and remains relating to the Roman, medieval and post-medieval periods have been recorded, including earthworks of moats and fishponds.
- 6.1.4 Historically the remainder of the study area has followed a similar pattern of development. The study area was characterised by farmland with no major settlements. It was not until the suburban expansion of London in the 19th century and the construction of rail lines that led to significant development within the study area.
- 6.1.5 The land where the Adelaide Road ventilation and intervention shaft (vent shaft) site is located was farmland owned by Eton College until the early 19th century when substantial but plain stuccoed houses were constructed. The houses were later demolished to enable widening of the London to Birmingham Railway.
- 6.1.6 The land surrounding the Alexandra Place vent shaft was agricultural land until 19th century suburban development. . The site was purchased in 1966 by the LBC for the development of the Alexandra Road Estate which is now designated as a conservation area. The conservation area is characteristic of the high density mixed-use developments constructed by LBC as an alternative to the contemporary high-rise developments.

7 Historic parks and gardens

7.1 Primrose Hill

- 7.1.1 Primrose Hill is a Grade II registered historic park and garden located to the south of the study area. The site was historically farmland owned by Eton College. There were a number of plans to develop the site in the early 19th century but these were rejected and instead the site was purchased by the Crown to form an extension to Regent's Park in 1841. In 1842 the land became a public open space and in 1847 a gymnasium was built near the southern boundary of the park.
- 7.1.2 In 1851 the newly formed Ministry of Works, in the form of the Commissioners of Woods, Forests and Chases, took over management of the land. A number of drainage and improvement works were undertaken intermittently between 1851 and 1900 including the laying of a footpath system lined with lamps and planting schemes.
- 7.1.3 The park is dominated by a steeply rising hill in the north. It is separated from Regent's Park by Prince Albert Road and the Regent's Canal. There are views from Primrose Hill south towards London and the City which form a significant contribution to the parks value. The park is surrounded by 19th and 20th century housing. These buildings are generally four storeys or more and form the immediate setting of the park. Buildings dating to the mid-19th century are contemporary with the parks creation and are a significant contribution to the historical character of the park.

8 Archaeological character

8.1 Introduction

- 8.1.1 To determine the archaeological potential of the study area it has been classified as a particular type of archaeological character area. The archaeological character area has been derived from a consideration of the current topography, geology and land use of the area. From these factors the potential for recovery of archaeological remains is considered.
- 8.1.2 The archaeological character area was further divided into archaeological sub-zones, which have allowed for a refinement in understanding the archaeological potential. There are seven archaeological sub-zones in the study area. They are characterised by current and historic land use and determine the potential for significance archaeological remains based on the following factors. These factors include topography, geology, historic character and distribution of known archaeological finds, sites and assets.

8.2 Character areas

- 8.2.1 The archaeological character area described below extends from south to north within the study area.

Suburban London

- 8.2.2 This broad character area encompasses the entire study area. The archaeological character area reflects the general development of a largely rural landscape that has undergone large scale suburban development from the early 19th century onwards.
- 8.2.3 There is historical documentation, such as parish, ecclesiastical and manorial records, which provide information on the general land use developments from the medieval period onwards. The small scale settlement was mainly focused in small rural settlements, farmsteads and manors. This developed with the economic demands of a peripheral region of London. In the 17th century to 18th century this led to the enclosure of field systems and developments in farming practice.
- 8.2.4 The late 19th and early 20th centuries saw the beginning of industrialisation in the area with the construction of a number of railways and canals across the archaeological character area and the surrounding landscape. The resultant character is a mixture of residential developments and industrial areas which have led to large scale ground disturbance, which has decreased the potential for recovery of archaeological remains.

8.3 Archaeological sub-zones

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Table 1: Archaeological sub-zones

Number	Name	Topography	Geology/soils	Modern land use	Historic Landscape character	Archaeology
1	Primrose Hill residential	Gently rises from 35m AOD in the south to 55m AOD in the north.	London Clay formation	Suburban residential properties and local amenities. Largely built from the late 19th century onwards.	Rural	Possible archaeological remains associated with the location of Chalk Farm Tavern.
2	Camden rail depot	Gently rises from 30m AOD in the south to 35m AOD in the north	London Clay formation	Main line railway lines and sidings	Mid-19th century railway depot of the London to Birmingham Railway.	Phases of 19th and early 20th railway buildings are represented on historic Ordnance Survey maps.
3	Hampstead residential	The level falls from 50m AOD in the east to 35m AOD in the west.	London Clay formation	Suburban residential properties and local amenities. Largely built from the late 19th century onwards.	Rural	None known.
4	Kilburn settlement	Generally level throughout at approximately 35m AOD.	London Clay formation	19th to 20th century Kilburn High Street and residential	Medieval priory site and later settlement.	Site of Kilburn Priory on the east of Kilburn High Street and site of Kilburn medieval to post-medieval settlement.

9 Analysis and research potential

9.1 Analysis of understanding

9.1.1 The primary cultural heritage sites in the study area comprise:

- the Roman Road Watling Street (PRMo58) shown in Map CH-01-009a (Volume 5, Cultural Heritage Map Book) which follows the alignment of Kilburn High Street;
- the site of Kilburn Priory (PRMo64) shown in Map CH-01-009a (Volume 5, Cultural Heritage Map Book);
- 19th century major transport routes including the Grand Junction Canal (1801), the London to Birmingham Railway (1837) and the Great Western Railway (1838);
- the historic rail structures including; Parkway Tunnel, the Primrose Hill Tunnel portals (PRMo20 and PRMo30) shown in Map CH-01-008 (Volume 5, Cultural Heritage Map Book) and the Camden Incline Winding Engine House (PRMo24) shown in Map CH-01-007b (Volume 5, Cultural Heritage Map Book); and
- the 19th and 20th century suburban estate developments which characterise the modern land use.

9.1.2 There is no specific intelligence indicating that in-situ archaeological remains survive within the land required, temporarily or permanently, for the construction of the Proposed Scheme. The evidence suggests that parts of the study area were occupied from at least the late prehistoric period. The location of the study area is peripheral to London and is predominantly agrarian in character.

9.2 Research potential and priorities

9.2.1 Work on the Proposed Scheme has the potential to increase our archaeological knowledge and understanding of this area. Many research questions can best be formulated at either a scheme-wide or at a county/multiple community forum area level. These will draw heavily on the regional and period research frameworks which have been prepared with support from English Heritage.

9.2.2 The Proposed Scheme is largely within tunnel throughout the study area meaning that construction activities are limited to specific locations. Because of this the opportunity for research is more limited here than elsewhere along the route.

9.2.3 This section presents research questions which are specific to the heritage assets, either known or suspected, within this study area:

- can the archaeological programme provide evidence that would indicate what the prehistoric environment was and whether there is any surviving later prehistoric activity?

- the line of Roman Watling Street crosses the eastern side of the study area. Is there evidence for archaeological survival of the Roman road and associated activity?
- the study area is located in the hinterland of Londinium. Can the relationship between hinterland and territorium of Londinium be better defined?
- can the transport networks be defined and is there firm evidence for the utilisation of Roman roads?
- there is documentary and historic map information for historic rail sites in Camden associated with the London to Birmingham rail depot. Is there archaeological evidence for remains of historic rail infrastructure?
- what measures were put in place during World War II to ensure the railway system continued to function?

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